

This listing of claims will replace all prior versions, and listings, of claims in the application.

Listing of Claim:

1 (currently amended). A freight train comprising at least two like storage cars for bulk material, the storage cars comprising loading containers extending in a longitudinal direction, and the storage cars being supported on undercarriages for movement on a track, each storage car comprising

- (a) a bottom conveyor band extending in the longitudinal direction for conveying the bulk material in a conveying direction from a rear end to a front end of the loading container,
- (b) a transfer conveyor band at the front end of the loading container, the transfer conveyor band being arranged to receive the conveyed bulk material from the bottom conveyor band and projecting from the front end to a preceding one of the two storage cars to transfer the conveyed bulk material to the loading container of the preceding storage car where the transferred bulk material forms a bulk material pile, and
- (c) a sensor device mounted in the loading container at the rear end thereof for sensing a maximally acceptable height

of the bulk material pile, and

(d) a control connected to the sensor device for automatically actuating drives for the bottom and transfer conveyor bands.

2 (canceled).

3 (currently amended). The freight train of claim 2 1, wherein the control is arranged for automatically actuating the drives for stopping or at least slowing the speed of the drives of the bottom and transfer conveyor bands of the storage car succeeding the preceding storage car in response to a pre-set maximally acceptable height of the bulk material pile sensed by the sensor device in the preceding storage car.

4 (previously presented). The freight train of claim 1, wherein the storage car further comprises a device for measuring the conveying path of the bottom conveyor band, the conveying path measuring device being connected to the sensor device.

5 (previously presented). The freight train of claim 4, further comprising a control connected to the conveying path measuring device for automatically actuating drives for the bottom and transfer conveyor bands.

6 (previously presented). The freight train of claim 5, wherein the control is arranged for automatically actuating the drives for stopping or at least slowing the speed of the drives of the bottom and transfer conveyor bands of the storage car succeeding the preceding storage car in response to a pre-set maximally acceptable height of the bulk material pile sensed by the sensor device in the preceding storage car.

7 (previously presented). The freight train of claim 1, wherein the sensor device is a contactless laser distance measuring device.

8 (previously presented). The freight train of claim 1, wherein a foremost one of the storage cars further comprises another sensor device mounted at the front end of the loading container for sensing the height of the bulk material pile.